Annual Report on the Administration of the Motor Vehicles Acts in the Province of Bombay, excluding the City of Bombay

For the Year 1938-39

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OFFICE OF THE INSPECTOR GENERAL OF POLICE :

Poona, 15th July 1939.

From

G. A. SHILLIDY, ESQUIRE, C.I.E., I.P.,
Inspector General of Police,
Province of Bombay ;

To

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
Home Department.

Subject.—Annual Report on the Administration of the Indian Motor Vehicles Act, 1914, and the Bombay Motor Vehicles Tax Act, 1935, for 1938-39.

Sir,

Adverting to Government Resolution, Home Department, No. 8697/3, dated the 1st July 1937, I have the honour to submit my report on the administration of the Indian Motor Vehicles Act, 1914, and the Bombay Motor Vehicles Tax Act, 1935, for the Province of Bombay, for 1938-39 together with the following statements :—

(*a*) Statement "A" showing the number of licenses of various kinds issued and renewed and the amount of fees collected, under the Motor Vehicles Act, 1914, and the Rules made thereunder.

(*b*) Statement "B" showing the number of accidents involving Public and Private Motor Vehicles and the details of persons killed and injured in such accidents.

(*c*) Statement "C" showing the number of prosecutions launched under the Motor Vehicles Act, Indian Penal Code and Motor Vehicles Act and Indian Penal Code combined with their result.

(*d*) Statement "D" showing the number of cases of breaches of Motor Vehicles Rules and the manner in which they were dealt with.

(*e*) Statement "E" showing the number of temporary tokens issued and the amount realised therefor.

(*f*) Statement "F" showing cases of evasion of payment of tax detected and their disposal.

(*g*) Statement "G" showing the temporary Police Establishment—Executive and clerical—sanctioned in connection with the Bombay Motor Vehicles Tax Act and their cost.

Statistics of Vehicles and Licences.

2. For the year under report, the following statistics are furnished:—

	1938-39.	1937-38.
Driving Licences	25,451	24,031
	(4,643 new and 20,808 renewals)	
Temporary Permits	7,679	7,955
"*A*" *Permits*	6,189	6,188
Taxies	719	821
Omnibuses	5,102	4,814
Goods lorries	368	553
"*B*" *Permits*	8,521	8,298
Taxies	731	818
Omnibuses	7,490	7,003
Goods lorries	300	477
Agents' Permits	4,738	4,643.

3. The number of transfers of ownership effected by districts during the year in respect of public as well as private motor vehicles increased from 3,820 in 1937-38 to 4,759 during 1938-39.

4. The total amount of fees recovered during the year in connection with the licences and permits, etc., mentioned in the preceding paragraphs was Rs. 1,59,933-5-4 as against Rs. 1,47,363-7-9 in 1938.

Accidents.

5. There were 2,247 accidents to motor vehicles (private and public) during the year as against 2,166 of the preceding year. The private vehicles were responsible for an increase of 149 while those relating to public vehicles decreased by 68.

6. Of the 20 districts and 2 Railways in this Province, 10 districts and 1 Railway reported an increase of 296 cases over the figures of the previous year while the remaining districts and one Railway recorded a decrease of 215 cases.

The districts which mainly contributed to the above increase were Ahmedabad (102), Thana (50), Ahmednagar (34) and Nasik (26).

Among the districts recording a decrease, considerable improvement is noticeable in Poona and Bombay Suburban District which recorded the largest drop, viz., 117 and 42 cases, respectively.

Ahmedabad District.

7. In Ahmedabad District, the increase is more significant in the case of private vehicles, the number of accidents connected therewith having risen from 184 in 1937-38 to 251 during the year. The percentage of accidents to the total number of driving permits also rose from 7 in 1937-38 to 8 during the year under review. The increase is attributed to the following causes:—

(*a*) the employment of inexperienced and inefficient low paid drivers on private vehicles;

(*b*) conjested thoroughfares;

(*c*) increased volume of traffic;

(*d*) development of suburban areas;

(*e*) lack of traffic sense; and

(*f*) absence of an adequate staff necessary for efficient control.

In this connection, the Superintendent remarks:—

"With an increased volume of traffic and with an insufficient staff provided to deal with it, it is not surprising that the number of accidents should increase. Considerable progress has, however, been made during the year with the co-operation of the Ahmedabad Municipality towards ameliorating traffic conditions and minimising the chances of accidents, viz., provision of round-abouts and islands, installation of automatic traffic signals, erection of illuminated cautionary signs and railings at important junctions so as to prevent pedestrians from encroaching on the road. In addition, one way traffic streets have been notified."

The Commissioner, Northern Division, on this point observes:—

"It is significant that though the total number of accidents has risen, probably due to some extent to stricter reporting, the total number of persons killed and injured is proportionately the same as it was 3 years ago, while the number of those killed is actually considerably less and this applies even to the figures of Ahmedabad though not to the Bombay Suburban District. The position, therefore, seems to be that in spite of the great increase in the number of motor vehicles on the road to-day and the inherent difficulties of narrow and conjested streets and the stupidity and carelessness of many pedestrians and cyclists there is no cause for undue alarm provided there is corresponding improvement in control. Control has been effective in various ways such as the imposition of speed limits and the weeding out of bad drivers and defective motor vehicles."

8. *Thana District.*— In Thana District the total number of accidents to private vehicles increased by 57 and those relating to public vehicles dropped by 7. The percentage of accidents to the total number of driving permits issued during the year was 33 as against 28 of the previous year. The District Superintendent of Police, Thana, remarks :—

"The number of accidents in which private goods lorries were involved was due to their running as private and not liable to regulation.

Roads are too narrow for fast moving traffic and little or no provision is made to improve visibility at corners and curves. The curious method of 'repairing' roads by throwing down earth, etc., leads to 'dry skids', loss of control at curves and thick clouds of dust—all fruitful causes of accidents.

While thus dealing very briefly with the subject of accidents I should like to say a word or two about the mechanical aspect of the subject. The modern motor vehicle is too fast and too powerful for the land of the bullock cart. It should be 'damped down' by some satisfactory means. One might as well put a loaded revolver in the hands of a man used to the lathi and expect safety."

The Commissioner, Northern Division, observes :—

"There is considerable force in the remarks of the District Superintendent of Police, Thana, that local roads and bullock traffic do not combine well with high powered motor vehicles. Interruptions on the roads are so numerous that the drivers are tempted to excessive speed when the road is open and they fail to slow down at corners and curves and this failure is the more dangerous with heavy vehicles. A speed controlling device on lorries or the strict enforcement of low speed limit appears to be called for."

9. *Ahmednagar District.*—There was an increase of 34 accidents in Ahmednagar District and the percentage of accidents to driving permits rose from 5 to 7. All these accidents were of ordinary nature.

10. *Nasik District.*—In Nasik District the increase in the number of accidents is mainly in respect of private motor vehicles. The precentage of accidents to the total number of driving permits increased from 13 in 1937-38 to 14 during the year.

In this connection, the District Magistrate, Nasik, remarks :—

"I take this opportunity of repeating that in my opinion the Bombay-Agra Road is not in a condition in which it can be regarded as a safe motor road according to modern standards. This is not to imply that if vehicles do not exceed a speed of 20 miles per hour it would not be safe. But that is not relevant to modern conditions. Considering the traffic on the road the carriage way requires to be made broader; more up-to-date warning signals

are required; these should be properly sited and the limits of the road should all along, especially at curves, be accurately demarcated by white-washed boundary stones."

"The Commissioner, Central Division, agrees."

11. The general remarks of the Commissioner, Central Division, which are pertinent to this question are reproduced below :—

"There has been an increase in the precentage of the number of accidents in Ahmednagar, West Khandesh and Nasik Districts. It is satisfactory to note that the number of accidents has decreased in Poona and Satara Districts. The co-operation of the Local Bodies in Poona with the District Superintendent of Police in acting on his suggestion for providing traffic islands, green and red traffic lights and high power lights at important places is commendable, as a factor contributing towards the reduction in the number of accidents both to private and public cars and buses."

I would invite the attention of Government to the co-operation and assistance rendered by the Ahmedabad Municipality and the several Cantonment and Municipal Bodies in Poona in installing traffic islands and lights for the general safety of the Public. One can only hope that other Similar Bodies will adopt the same high civic standard of duty towards their Public. It is just such measures which lead to decreases in motor and other accidents.

12. The figures of accidents for the past five years are given below :—

Year.	Total number of accidents to motor vehicles.	Total number of accidents to private motor vehicles.	Total number of accidents to public motor vehicles.	Number of persons (Private vehicles).		Number of persons (Public vehicles).	
				Killed.	Injured.	Killed.	Injured.
1	2	3	4	5	6	7	8
1934-35	1,311	650	661	38	542	88	870
1935-36	1,462	822	640	43	601	95	806
1936-37	1,699	973	726	67	807	108	972
1937-38	2,166	1,356	810	69	1,163	100	1,078
1938-39	2,247	1,505	742	83	1,210	133	1,114

In connection with the above figures, I must strike a note of warning against making any deductions that accidents are increasing. It is true that the figures in all columns (except 4) show

an increase, but to obtain a correct apprcciation of the situation we should also have the figures of all vehicles registered or re-registered during the year. Our present centralized organization of registration does not permit us to separate the vehicles registered in Bombay City from those registered in our twenty districts. One knows however, as the Report from Bombay City will disclose, that there is a continued increase in the number of vehicles in the Province as a whole. If we had the figures relating to our twenty districts, we could then calculate with the figures in columns 2, 3 and 4 to ascertain the true index of accidents proportionate to the total number of registered vehicles. With an increase of vehicles, we must expect an increase of accidents, at any rate under our present administrative machinery.

13. The following accidents are cited as worthy of special mention :—

(*i*) *Panch Mahals District.*—On 23rd October 1938, a public motor bus, licensed for 18 passengers, started from Dohad for Banswara. The driver developed a severe headache and high fever just after he left Limdi. In order to alleviate the pain, he tied a cloth tightly round his head. He was obviously not in a fit state to drive a car, and, as the bus passed over the Machhan bridge, the front wheel struck one of the pillars at the side with the result that the car fell over into the river bed, twenty-five feet below. The bus was completely wrecked. One passenger died of his injuries and fifteen more, including the driver, received injuries. The driver has been prosecuted and the case against him is *subjudice.*

(*ii*) *Thana District.*—On 15th May 1938, a private goods truck of Bombay was taken to Vajreshwari for a pleasure trip. The vehicle contained 67 persons including the driver ; two men were seated by the side of the driver, three men on the roof of the driver's cab and the rest in the open truck. While the vehicle was returning to Bombay, it ran off the road, dashed against a boundary stone and fell in the bed of a river 10 feet below with the result that 54 of the passengers were thrown out and received injuries. In the enquiry, it transpired that the driver was under the influence of liquor, when the accident occurred. He was prosecuted and sentenced to an aggregate amount of fine of Rs. 150, in default two months' rigorous imprisonment—a totally inadequate punishment.

(*iii*) *Ahmednagar District.*—On 30th November 1938, a horrible accident occurred at Akola motor stand when a bus caught fire while petrol was being filled into the tank and 22 persons were trapped inside and burnt to death. Both the owner and the driver were prosecuted and fined Rs. 75—each. Charges have also been framed against the cleaner and the agent who were responsible for the fire under Sections 304-A and 285, Indian Penal Code. The case is pending.

(*iv*) *Nasik District.*—On 1st October 1938, a motor driver of Sangamner was driving his bus with 32 passengers instead of 22 for which it was licensed. When he arrived at the Gonda Nullah, he attempted to cross it, though it was in spate and though warned by others not to do so. As might be expected, his engine was flooded in midstream and the bus came to a halt. The water rose rapidly in the nullah, the men in the bus managed to reach the bank with the help of ropes, but the women and children were carried away with the bus and in all 9 lives were lost.

Prosecutions.

14. The following statistics regarding prosecutions are furnished :—

	1938-39.	1937-38.
Number of prosecutions	2,608	3,341
(*a*) Motor Vehicles Act	2,204	2,979
(*b*) Indian Penal Code	215	196
(*c*) Motor Vehicles Act and Indian Penal Code	189	166
Number of persons prosecuted ...	2,691	3,376
Convictions.		
Cases	1,886	2,435
Percentage	72·31	72·88
Persons	1,935	2,460
Percentage	71·90	72·87

In addition to the above prosecutions under the Motor Vehicles Act and Indian Penal Code, action was also taken under the Motor Vehicles Rules, as 11,114 cases of breaches of these Rules were dealt with during the year as against 9,204 during 1937-38. They were disposed of as under :—

8,079	by prosecution.
88	by cancellation of permits.
2,124	by suspension of permits.
823	by warnings.
Total ... 11,114	

Out of 8,079 cases dealt with by prosecution, 5,794 ended in conviction, 189 were discharged or acquitted, 108 were withdrawn and 1,988 remained pending at the close of the year.

Motor Vehicles Tax Act.

15. In all, 1,261 cases of evasion of payment of motor vehicles tax were detected during the year as against 875 in 1937-38. Of the former, 879 were detected by the District Police and 382 by the Motor Vehicles Department, Bombay. Out of 1,261 cases, 1,002 were disposed of by composition under rule 21 of the Bombay Motor Vehicles Tax Rules, 1936 (section 21 of the Bombay Motor Vehicles Tax Act, 1935). This includes 35 cases in which the recovery of penalty was waived by the Motor Vehicles Department, Bombay. In the remaining 259 cases the defaulters were prosecuted. As a result of composition, an aggregate amount of Rs. 25,860-1-3 (Rs. 9,003-7-0 on account of tax and Rs. 16,856-10-3 as penalty) was recovered as against Rs. 26,284-3-0 recovered in 1937-38.

Of the 259 cases dealt with by prosecution, 125 ended in conviction, 13 were acquitted or discharged, 29 were withdrawn and 92 remained pending at the end of the year.

Tokens.

16. The number of temporary tokens issued under Rule 28 of the Bombay Motor Vehicles Tax Act Rules, 1936, during the year was 3,656, inclusive of 155 issued free and the total amount of tax recovered therefor was Rs. 1,50,554-2-0 as against 3,401 tokens and Rs. 1,54,802-12-0 recovered during 1937-38. The extra Police staff in Belgaum, Satara, Ratnagiri and Surat were successful during the year in collecting large amounts in respect of these tokens. The details of the amount recovered by each are as under :—

	Rs.
Belgaum	52,382
Satara	26,886
Ratnagiri	14,053
Surat	13,861

Establishment.

17. The temporary staff sanctioned by Government for work in connection with the administration of the Act was the same during the year as in the last year, viz., 3 Sergeants, 1 Sub-Inspector, 52 Head Constables, 10 Constables, 11 Selection Grade clerks and 9 junior grade clerks. The expenditure incurred thereon was Rs. 43,461-5-0.

18. The copies of the reviews received from the Commissioners on the administration of the Motor Vehicles Acts in their respective Divisions are hereto appended for the information of Government.

General.

19. With the inauguration of the new Motor Vehicles Act in connection with which I have urged that the administration of all Motor Vehicles work should be transferred from the Police to a new Motor Vehicles Department, I venture to make some

suggestions regarding the policy to be adopted in future with regard to our Public Motor Vehicles, whether they carry passengers or goods. I base these remarks on our experience during the last several years during which one has to admit our administration has not been satisfactory either from the point of view of the Public or of the owners.

20. As regards passenger vehicles the only policy which will in future provide a satisfactory means of transport will be one in which the element of competition between the owners has been completely eliminated. In the past I have urged a policy of monopolies being granted to responsible firms or individuals. I do not care whether monopolies are granted or whether our passenger traffic be run by Associations or Unions working on some co-operative basis. In some of our districts we have working, in more or less satisfactory form, Associations or Unions which arrange among themselves details when and where individual lorries are to run. This is a step in the right direction which requires to be definitely encouraged by Government so that the present attempt will evolve into a system of regular passenger traffic in our several districts or in areas composed of more than one district. As a concrete example of what I should like to see established throughout the length and breadth of the Province I would quote that of the B.E.S.T. bus system which has been functioning in Bombay now for several years. Within the last year a similar service known as the Bandra Bus Company has started to operate in Bombay Suburban District. It is an extension of this system that I advocate because it involves a minimum of Police or other control with a consequential saving in over-head administrative charges. I would also suggest that definite licences be given to such Unions, Associations or Companies which may be formed, the licences to hold good for a period of five years which may be taken as the normal life which a passenger vehicle would last after constant use as such. There is no reason why Government in return for such licences should not demand a fee which would go towards the payment of administration charges. Similar fees are charged for other licences: the Royal Western India Turf Club have been charged a fee for their licence, so why not a fee for these "Road Licences"? The advantages of this system are patent and hardly require any elaboration. Government benefit financially to the extent of the licence fees which would be levied. The owners of the vehicles would obtain a reasonable return for their outlay of capital and it would rest with them to develop the traffic also along the side roads abutting on main or trunk roads. The Public would be assured of a regular and satisfactory service instead of the present regime when one enters a bus with no assurance that the vehicle will arrive at its destination without some mishap. With the element of competition eliminated, there would be considerable decrease in the number of both accidents and prosecution; this in turn would relieve the pressure on our Courts and would save considerably the time of Police officers attending to such cases. As motor traffic would thus pass into responsible hands, the Motor Trade as a whole would be relieved of a certain anxiety and would at the same time be able to

gauge better the annual requirements of vehicles in the country. The anxiety, from which the Trade would be freed, would be in connection with the present system of instalment purchases; under this system a man with practically no capital is encouraged to risk what little he has to purchase a vehicle, use it day in and day out and before it has been fully paid for, the vehicle is worn out and unfit for use: the dealer is then confronted with the problem of recovering the balance of his dues. It is high time that we recognised that motor traffic is not a business in which men of straw can with profit engage. It is not fair to the Public that their lives should be jeopardised in the hands of individuals who cannot maintain a vehicle in a road-worthy condition and who by stress of competition take grave risks and commit any possible offence under the Act or the Rules in order to make a small margin of profit.

I have it too on good authority that a large percentage of the passenger vehicles running on our roads at present are not road-worthy or fit for use. This is due firstly to the vehicles being neglected in view of the present cut-throat competition; and secondly to the totally inadequate staff provided for the proper mechanical examination and supervision of vehicles. Instead of encouraging the poor man to run a motor vehicle I would rather see him employed as a regular driver where he does earn a steady livelihood without having to endanger the safety of his passengers. I would, therefore, urge that some definite steps be taken at once to establish our Passenger Motor Transport system on a definite non-competitive basis.

21. If such a Passenger system be evolved, then the Motor Vehicles staff would be free to attend to the more difficult problem of goods lorries plying in our Province. These goods lorries, as experience has shown, are a menace to the public and do considerable damage to our roads, bridges and culverts. At present we have not an adequate staff to control them. If one would like concrete evidence of the danger to which other motorists are exposed by goods lorries, I commend a trip up and down the Bhor Ghat or the Thal Ghat where lorries laden and over-laden will be seen making their way up and down these dangerous Ghats. These vehicles have to crawl down on their lowest gear (particularly in the case of the tortuous Bhor Ghat) as no brakes would stand the strain. The proper control of these goods lorries is an urgent necessity: considerable hard work will be necessary to gain effective control. We have complaints from Railway Companies about competition. With that aspect of the question I am not immediately concerned. I am more concerned about the safety of the Public and the very material damage done to our roads. Experience has also shown that these lorry drivers are out to defy our present attempts to cope with them and this lawless attitude requires serious attention as soon as possible.

22. There are other factors mentioned in District reports to which a passing reference may not be amiss.

There is a diversity of standards for Driving Licences. At this one cannot be surprised because under the present system such diversity must prevail. In some cases Police officers are testing drivers when they themselves cannot drive a vehicle much less can they appreciate the faults that may be committed by the driver under test.

The question of safety on our roads cannot be too strongly emphasised. I urge again that school children in particular should be educated in the elementary principles of Safety First, particular in our urban areas.

The necessity of Magistrates to try motor vehicles cases, who possess a knowledge of motor vehicle technique, is again mentioned in some reports. I alluded to this fact last year and I repeat that the Public have a right to be tried by Magistrates who are in a position to appreciate the technicalities of driving and the seriousness of the offence committed by the accused.

Finally, I would urge that the Police be relieved of all this Motor Vehicles work as soon as possible. The administration of the new Motor Vehicles Act and all the Rules made thereunder is far more than any District Superintendent of Police can cope with, if he is to pay any attention to his normal duties of the prevention and detection of crime. I am not unmindful also of the fact that the task of enforcing Prohibition has already been allotted to the Police.

I have the honour to be,

Sir,

Your most obedient servant,

G. A. SHILLIDY,

Inspector General of Police.

STATE

Statement showing the number of licenses issued and thereunder for

Serial No.	District.	No. of driving licenses.		No. of Temporary Permits issued.	Taxi Permits				Motor Omni	
					Issued.		Renewed.		Issued.	
		Issued.	Renewed.		A	B	A	B	A	B
1	2	3	4	5	6	7	8	9	10	11
1	Ahmedabad ...	686	3,790	1,558	11	7	12	16	37	159
2	Broach ...	48	256	59	4	4	4	6	3	15
3	Kaira ...	115	547	182	1	2	1	2	101	117
4	Panch Mahals ...	34	312	60	...	...	...	...	22	16
5	Surat ...	252	1,069	506	4	2	2	4	69	132
6	Thana ...	67	553	196	11	3	30	40	46	37
7	Bombay Suburban District.	272	1,286	821	111	88	59	117	77	73
8	Ahmednagar ...	235	1,038	215	5	2	...	...	111	139
9	East Khandesh ...	144	724	236	61	59	158	207	49	49
10	West Khandesh ...	141	648	221	1	1	5	7	53	83
11	Nasik ...	270	1,153	304	28	33	32	46	109	161
12	B. B. and C. I. Railway.	...	...	...	...	...	...	...	...	...
13	Poona ...	1,850	4,003	1,741	70	24	57	2	296	317
14	Satara ...	111	842	272	2	2	...	...	84	146
15	Sholapur ...	180	843	258	11	13	10	16	55	69
16	Belgaum ...	391	1,258	360	...	...	...	...	238	173
17	Bijapur ...	25	393	58	1	...	2	3	17	12
18	Dharwar ...	236	935	263	...	...	...	...	60	101
19	Kanara ...	15	389	57	3	...	1	4	31	28
20	Kolaba ...	56	297	146	14	14	6	6	96	43
21	Ratnagiri ...	65	472	166	1	...	1	1	100	52
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...	...	...
	Total ...	4,643	20,808	7,679	339	254	380	477	1,654	1,922

MENT "A".

renewed under the Motor Vehicles Act, 1914, and the rules made the year 1938-39.

buses permits.				Goods transport motor vehicles permits.				Number of transfer of ownerships effected.	Total amount of fees collected.			Remarks.
	Renewed.			Issued.		Renewed.						
D	A	B	D	A	B	A	B					
12	13	14	15	16	17	18	19	20	21			22
									Rs.	a.	p.	
401	349	494	388	16	11	28	33	856	18,C08	0	0	
78	48	65	...	...	...	2	2	50	1,803	2	4	
222	342	504	377	6	8	10	20	79	7,922	7	0	
52	53	102	41	4	4	...	...	21	1,927	0	0	
156	221	272	269	21	9	9	21	23	9,236	7	0	
14	122	207	41	6	...	23	29	96	3,760	1	9	
48	34	51	68	30	28	20	30	436	8,754	8	6	
40	180	298	206	11	...	5	...	23	5,880	0	0	
14	113	147	80	1	2	...	...	210	6,363	6	0	
16	145	172	31	...	...	...	...	270	5,860	14	3	
122	241	319	...	23	7	12	28	351	13,987	8	6	
...	...	...	...	...	...	...	...	...	.....			
101	378	725	317	47	...	23	...	1,388	26,889	12	6	
49	240	353	197	3	3	2	2	120	7,131	15	6	
62	123	181	67	1	...	1	4	230	7,205	7	6	
108	268	485	419	11	11	24	24	241	12,317	14	0	
22	109	284	190	3	...	7	10	15	3,414	15	0	
74	124	261	147	5	...	5	10	137	5,911	0	0	
37	58	118	71	2	...	...	3	25	2,804	0	0	
23	128	256	61	1	1	...	...	99	5,995	13	6	
29	172	274	99	...	...	...	...	89	4,759	0	0	
...	...	...	...	...	...	...	...	...	.....			
1,669	3,448	5,568	3,069	191	84	177	216	4,759	1,59,933	5	4	

STATE

Showing the number of accidents involving Public and killed and injured

Serial No.	District.	Number of accidents.	Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES. *Motor cars and Motor cycles.*							
1	Ahmedabad ...	177	2	1	...	...	1	5
2	Broach ...	1	...	...	...	...	...	...
3	Kaira ...	6	1	...	...	...	...	1
4	Panch Mahals ...	2	1	...	...	...	...	1
5	Surat ...	35	1	...	...	...	...	1
6	Thana ...	32	...	...	...	1	...	1
7	Bombay Suburban District.	285	5	1	...	1	1	8
8	Ahmednagar ...	24	2	...	...	...	...	2
9	East Khandesh ...	14	2	...	...	...	...	2
10	West Khandesh ...	17	...	...	...	...	...	...
11	Nasik ...	40	...	...	...	3	...	3
12	B. B. & C. I. Railway...	5	...	...	...	...	...	...
13	Poona ...	149	2	1	...	1	...	4
14	Satara ...	14	3	1	...	...	...	4
15	Sholapur ...	16	1	...	...	...	...	1
16	Belgaum ...	24	2	...	...	...	...	2
17	Bijapur ...	4	...	...	...	...	...	...
18	Dharwar ...	28	2	...	...	...	...	2
19	Kanara ...	3	...	...	...	...	...	...
20	Kolaba ...	8	...	...	...	...	...	...
21	Ratnagiri ...	5	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	5	...	...	...	...	...	...
	Total ...	894	25	4	...	6	2	37

MENT "B".

Private Motor Vehicles and the number of persons in such accidents for the year 1938-39.

of persons.							
	Injured.						
Pedestrians.	Drivers other than motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
73	5	2	20	27	127	132	
1	...	...	...	...	1	1	
2	...	1	...	...	3	4	
1	...	...	...	...	1	2	
16	1	...	3	1	21	22	
10	7	1	14	...	32	33	
109	14	8	29	20	180	188	
9	3	...	6	4	22	24	
4	3	...	3	2	12	14	
8	...	...	...	2	10	10	
18	2	1	11	1	33	36	
4	...	...	...	...	4	4	
76	9	9	25	50	169	173	
...	...	...	7	2	9	13	
13	...	...	3	2	18	19	
17	1	1	9	4	32	34	
2	...	...	8	...	10	10	
20	...	1	...	2	23	25	
1	1	...	1	...	3	3	
4	3	...	1	1	9	9	
3	1	...	...	1	5	5	
2	...	...	..	...	2	2	
393	50	24	140	119	726	768	

Number

Serial No.	District.	Number of accidents.	Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES —*contd.*							
	Omni-buses.							
1	Ahmedabad ...	14	...	...	...	...	...	...
2	Broach ...	...	...	...	...	...	...	...
3	Kaira ...	1	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	...	...	...	...	...	...	...
6	Thana ...	1	...	...	...	...	...	...
7	Bombay Suburban District.	16	...	...	...	...	...	...
8	Ahmednagar ...	4	...	...	...	...	...	...
9	East Khandesh ...	...	...	...	...	...	...	...
10	West Khandesh ...	4	...	...	...	...	...	...
11	Nasik ...	1	...	...	...	...	...	...
12	B. B. & C. I. Railway ..	...	...	...	...	...	...	...
13	Poona ...	4	1	...	...	...	...	1
14	Satara ...	1	...	...	...	...	...	...
15	Sholapur ...	1	...	...	...	...	...	...
16	Belgaum ...	...	...	...	...	...	...	...
17	Bijapur ...	...	...	...	...	...	...	...
18	Dharwar ..	...	...	...	...	...	...	...
19	Kanara ...	...	...	...	...	...	...	...
20	Kolaba ...	2	...	...	...	...	...	...
21	Ratnagiri ...	2	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	...	...	...	...	...	...	...
	Total ...	51	1	...	...	...	...	1

MENT "B"—*contd.*

of persons.

Injured.							Remarks.
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	
10	11	12	13	14	15	16	17
3	...	...	4	7	14	14	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
6	3	...	4	2	15	15	
1	1	...	...	...	2	2	
...	...	...	...	...	...	...	
2	...	...	...	...	2	2	
...	...	...	9	...	9	9	
...	...	...	...	...	...	...	
2	1	...	6	1	10	11	
...	...	...	...	...	...	...	
1	...	...	...	...	1	1	
...	..	...	...	...	...	...	
...	...	..	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
2	...	...	...	...	2	2	
...	...	...	14	...	14	14	
...	...	...	...	...	...	...	
17	5	...	37	10	69	70	

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	GOODS TRANSPORT *Motor Vehicles.*							
1	Ahmedabad ...	60	2	...	...	2	...	4
2	Broach ...	5	...	...	...	...	...	...
3	Kaira ...	5	1	...	...	...	...	1
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	9	...	...	...	...	...	...
6	Thana ...	118	3	...	...	4	...	7
7	Bombay Suburban District.	110	5	...	...	1	1	7
8	Ahmednagar ...	15	3	...	...	...	...	3
9	East Khandesh ...	19	...	1	...	...	...	1
10	West Khandesh ...	25	...	...	1	...	...	1
11	Nasik ...	98	3	1	...	3	...	7
12	B. B. & C. I. Railway...	6	...	...	...	...	...	...
13	Poona ...	17	1	...	...	3	...	4
14	Satara ...	15	1	...	...	...	...	1
15	Sholapur ...	9	1	...	...	1	...	2
16	Belgaum ...	6	...	...	...	...	...	...
17	Bijapur ...	2	1	...	...	...	...	1
18	Dharwar ...	21	2	...	...	1	...	3
19	Kanara ...	4	...	...	...	1	...	1
20	Kolaba ...	6	...	...	...	...	...	...
21	Ratnagiri ...	5	1	...	...	1	...	2
22	G. I. P. and M. & S. M. Railways.	5	...	...	...	...	...	...
	Total ...	560	24	2	1	17	1	45

MENT "B"—*contd.*

of persons.							
Injured							Remarks.
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	
10	11	12	13	14	15	16	17
34	1	...	5	5	45	49	
...	...	...	...	1	1	1	
4	...	...	2	...	6	7	
...	...	...	...	...	...	...	
...	3	...	1	1	5	5	
7	14	...	66	...	87	94	
35	3	...	23	8	69	76	
2	1	...	...	...	3	6	
2	3	...	16	...	21	23	
5	3	...	2	4	14	15	
23	2	...	17	6	48	55	
...	...	...	...	...	...	...	
3	11	...	16	2	32	36	
3	1	1	2	...	7	8	
7	...	...	2	1	10	12	
...	6	...	1	...	7	7	
...	...	...	...	1	1	2	
6	4	...	13	1	24	27	
...	2	..	16	...	18	19	
6	2	...	1	...	9	9	
3	...	...	4	...	7	9	
1	...	...	...	...	1	1	
141	56	1	187	30	415	460	

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrian.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES.							
	Taxi-cars.							
1	Ahmedabad ...	4	1	...	...	...	...	1
2	Broach ...	...	...	...	...	...	...	...
3	Kaira ...	...	...	...	...	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	9	...	...	...	...	...	...
6	Thana ...	4	...	...	...	...	...	...
7	Bombay Suburban District.	27	...	...	...	...	...	...
8	Ahmednagar ...	...	...	...	...	...	...	...
9	East Khandesh ...	10	3	...	...	1	...	4
10	West Khandesh ...	2	...	...	...	...	...	...
11	Nasik ...	9	...	...	...	...	...	...
12	B. B. & C. I. Railway ...	3	...	...	...	...	...	...
13	Poona ...	52	3	...	...	...	...	3
14	Satara ...	4	...	...	...	...	...	...
15	Sholapur ...	5	1	...	...	...	...	1
16	Belgaum ...	...	...	...	...	...	...	...
17	Bijapur ...	...	...	...	...	...	...	...
18	Dharwar ...	...	...	...	...	...	...	...
19	Kanara ...	...	...	...	...	...	...	...
20	Kolaba ...	1	1	...	...	...	...	1
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	2	...	...	...	...	...	...
	Total ...	132	9	...	...	1	...	10

MENT "B"—*contd.*

of persons.

Injured.							Remarks.
Pedestrians.	Drivers other than motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	
10	11	12	13	14	15	16	17
...	...	...	...	1	1	2	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	..	
1	2	...	...	2	5	5	
2	...	...	...	...	2	2	
7	...	...	5	1	13	13	
...	...	...	...	...	...	...	
3	...	...	22	2	27	31	
...	...	..	...	...	...	...	
2	...	1	4	2	9	9	
...	...	...	1	...	1	1	
19	6	2	37	8	72	75	
...	...	...	4	...	4	4	
9	...	...	...	...	9	10	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	1	
...	...	...	...	...	...	...	
1	1	...	...	...	2	2	
44	9	3	73	16	145	155	

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES —*contd.*							
	Omni-buses.							
1	Ahmedabad ...	104	7	...	...	1	...	8
2	Broach ...	4	...	...	...	...	...	...
3	Kaira ...	14	1	...	...	2	...	3
4	Panch Mahals ...	6	...	...	...	1	1	2
5	Surat ...	15	...	...	...	4	...	4
6	Thana ...	47	1	...	...	2	...	3
7	Bombay Suburban District.	38	...	...	...	...	...	...
8	Ahmednagar ...	46	11	...	...	21	1	33
9	East Khandesh ...	2	1	...	...	...	...	1
10	West Khandesh ...	12	...	...	1	1	...	2
11	Nasik ...	54	4	...	...	15	...	19
12	B. B. & C. I. Railway...	1	...	...	...	...	...	...
13	Poona ...	35	8	...	...	1	..	9
14	Satara ...	43	5	...	...	3	...	8
15	Sholapur ...	17	2	...	...	1	...	3
16	Belgaum ...	26	4	...	...	1	...	5
17	Bijapur ...	10	1	...	...	1	...	2
18	Dharwar ...	28	6	...	...	1		7
19	Kanara ...	7	1	...	...	...	...	1
20	Kolaba ...	36	4	...	...	2	...	6
21	Ratnagiri ...	15	2	...	...	...	...	2
22	G. I. P. and M. & S. M. Railways.	1	...	...	...	...	...	...
	Total ...	561	58	...	1	57	2	118

MENT "B"—*contd.*

of persons.							
Injured.							Remarks.
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	
10	11	12	13	14	15	16	17
41	5	...	46	21	113	121	
2	...	...	4	...	6	6	
6	3	...	18	1	28	31	
1	1	...	28	1	31	33	
7	1	...	25	...	33	37	
10	3	...	105	1	119	122	
11	2	...	15	2	30	30	
6	...	...	21	2	29	64	
1	...	...	...	...	1	2	
3	...	14	...	3	20	22	
17	5	...	48	5	75	94	
...	...	...	...	...	...	...	
11	2	1	33	6	53	62	
19	1	...	26	2	48	56	
9	...	...	32	2	43	46	
12	2	...	55	1	70	75	
6	...	...	20	...	26	28	
9	3	...	47	...	59	66	
4	1	...	16	...	21	22	
15	2	...	81	...	98	104	
9	1	...	12	1	23	25	
1	...	...	...	...	1	1	
200	32	15	632	48	927	1,045	

STATE

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.
1	2	3	4	5	6	7	8	9
	PUBLIC VEHICLES —*contd.* *Goods Transport Motor Vehicles.*							
1	Ahmedabad ...	12	...	...	...	...	...	...
2	Broach ...	...	...	...		...	...	...
3	Kaira ...	2	...	...	..	...	...	...
4	Panch Mahals ...	...	...	...	...	...	...	...
5	Surat ...	4	...	...	...	...	...	...
6	Thana ...	5	...	...	...	...	...	...
7	Bombay Suburban District.	4	...	...	..	...	...	...
8	Ahmednagar ...	...	...	...	...	...	...	...
9	East Khandesh ...	...	...	...	...	...	...	...
10	West Khandesh ...	...	...	...	...	...	...	...
11	Nasik ...	1	...	...	...	...	...	...
12	B. B. & C. I. Railway...	...	...	...	...	...	...	...
13	Poona ...	6	..	...	...	...	1	1
14	Satara ...	1	...	...	...	...	...	...
15	Sholapur ...	1	1	...	...	...	...	1
16	Belgaum ...	6	1	1	...	1	...	3
17	Bijapur ...	...	...	...	...	...	...	...
18	Dharwar ...	2	...	...	...	...	...	...
19	Kanara ...	2	...	...	...	...	...	...
20	Kolaba ...	...	...	...	...	...	...	...
21	Ratnagiri ...	...	...	...	...	...	...	...
22	G. I. P. and M. & S. M. Railways.	3	...	...	...	...	...	...
	Total ...	49	2	1	...	1	1	5

MENT "B"—*contd.*

of persons.

Injured.							
Pedestrians.	Drivers other than Motor cyclist.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
5	1	...	1	4	11	11	
...	...	...	...	...	...	...	
1	...	...	...	...	1	1	
...	...	...	...	...	...	...	
2	1	...	...	1	4	4	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
2	3	...	...	1	6	7	
...	...	...	...	...	...	...	
...	...	...	...	...	...	1	
4	2	...	13	...	19	22	
...	...	...	...	...	...	...	
...	...	...	1	...	1	1	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
14	7	...	15	6	42	47	

SM Bk Eb 9—4

STATEMENT

Serial No.	District.	Number of accidents.	Number Killed.					
			Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedalcyclists.	Total.
1	2	3	4	5	6	7	8	9
	PRIVATE VEHICLES.							
1	Motor cars and Motor cycles.	894	25	4	...	6	2	37
2	Omni-buses ...	51	1	...	...	...	...	1
3	Goods transport Motor vehicles.	560	24	2	1	17	1	45
	Total ...	1,505	50	6	1	23	3	83
	PUBLIC VEHICLES.							
4	Taxi cars ...	132	9	...	...	1	...	10
5	Omni-buses ...	561	58	...	1	57	2	118
6	Goods transport Motor vehicles.	49	2	1	...	1	1	5
	Total ...	742	69	1	1	59	3	133
	Grand Total ...	2,247	119	7	2	82	6	216

"B"—*concld.*

of persons.							
Injured.							
Pedestrians.	Drivers other than Motor cyclists.	Motor cyclists.	Passengers and attendants.	Pedal cyclists.	Total.	Total of columns 9 and 15.	Remarks.
10	11	12	13	14	15	16	17
393	50	24	140	119	726	763	
17	5	...	37	10	69	70	
141	56	1	187	30	415	460	
551	111	25	364	159	1,210	1,293	
44	9	3	73	16	145	155	
200	32	15	632	48	927	1,045	
14	7	...	15	6	42	47	
258	48	18	720	70	1,114	1,247	
809	159	43	1,084	229	2,324	2,540	

STATEMENT

Statement showing prosecutions undertaken concerning I. P. C. Offences

Motor Vehicles

District.	No. of cases prosecuted.					
	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
1	2	3	4	5	6	7
1. Ahmedabad ...	108	5	...	4	34	151
2. Broach ...	3	1	...	...	3	7
3. Kaira ...	19	5	...	1	...	25
4. Panch Mahals ...	61	1	...	2	9	73
5. Surat ...	49	2	...	...	10	61
6. Thana ...	61	2	...	2	62	127
7. Bombay Suburban District.	86	3	1	3	28	121
8. Ahmednagar ...	170	10	3	11	24	218
9. East Khandesh ...	223	...	3	...	14	240
10. West Khandesh ...	20	2	...	1	4	27
11. Nasik ...	96	4	...	...	31	131
12. B. B. & C. I. Rly. ...	21	7	1	...	7	36
13. Poona ...	265	9	3	3	83	363
14. Satara ...	138	5	...	...	21	164
15. Sholapur ...	117	...	...	2	34	153
16. Belgaum ...	63	..	1	...	9	73
17. Bijapur ...	55	4	...	1	16	76
18. Dharwar ...	40	3	...	1	18	62
19. Kanara ...	10	...	...	...	3	13
20. Kolaba ...	27	1	1	2	17	48
21. Ratnagiri ...	10	2	...	...	7	19
22. G. I. P. & M. & S. M. Rlys.	12	2	...	...	2	16
Total ...	1,654	68	13	33	436	2,204

C.

Acts connected with Motor Vehicles other than ordinary for the year 1938-39.

Act. I. P. C.

No. of persons prosecuted.						No. of cases prosecuted.					
Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
8	9	10	11	12	13	14	15	16	17	18	19
112	6	...	4	24	156	18	5	...	1	16	40
3	1	...	...	5	9	...	...	...	...	...	...
21	5	...	1	...	27	4	1	5	...	3	13
61	1	...	2	9	73	...	2	...	...	...	2
50	2	...	...	10	62	4	...	...	...	1	5
61	2	...	2	63	128	9	2	...	...	14	25
86	3	1	3	28	121	4	...	...	...	10	14
178	13	9	11	24	229	1	...	...	...	...	1
223	...	3	...	14	240	3	...	1	...	3	7
20	2	...	1	4	27	3	2	...	...	2	6
96	4	...	...	31	131	14	1	...	...	3	18
21	7	1	...	7	36	1	...	...	...	...	1
265	9	3	3	83	363	15	2	...	...	3	20
141	5	...	...	22	168	3	2	...	1	2	8
133	...	...	2	42	177	18	...	2	...	7	27
64	..	2	...	9	75	9	...	...	...	1	10
55	4	...	1	16	76	3	...	...	...	2	5
40	3	...	1	19	63	2	...	...	...	3	5
10	...	...	...	3	13	...	1	...	...	...	1
27	1	1	2	17	48	3	...	...	...	1	4
10	2	...	...	7	19	1	...	...	...	...	1
12	2	...	...	2	16	1	1	...	...	...	2
1,689	72	14	33	419	2,257	115	19	8	2	71	215

STATEMENT

District.	I. P. C.					
	No. of persons prosecuted.					
	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
1	20	21	22	23	24	25
1. Ahmedabad ...	18	5	...	1	17	41
2. Broach ...	...	...	...	...	...	...
3. Kaira ...	7	1	5	...	3	16
4. Panch Mahals ...	...	2	...	...	...	2
5. Surat ...	5	...	...	...	1	6
6. Thana ...	9	2	...	...	15	26
7. Bombay Suburban District.	4	...	...	...	10	14
8. Ahmednagar ...	1	...	...	...	...	1
9. East Khandesh ...	3	...	1	...	3	7
10. West Khandesh ...	2	2	...	...	2	6
11. Nasik ...	15	1	...	...	4	20
12. B. B. & C. I. Rly. ...	1	...	...	...	...	1
13. Poona ...	15	2	...	...	3	20
14. Satara ...	3	2	...	1	2	8
15. Sholapur ...	21	...	4	...	13	38
16. Belgaum ...	9	...	...	...	1	10
17. Bijapur ...	3	...	...	...	2	5
18. Dharwar ...	3	...	...	...	3	6
19. Kanara ...	...	1	...	...	...	1
20. Kolaba ...	3	...	...	...	1	4
21. Ratnagiri ...	1	...	...	...	...	1
22. G. I. P. & M. & S. M. Rlys.	1	1	...	...	...	2
Total ...	124	19	10	2	80	235

C—*contd.*

Motor Vehicles Act and I. P. C. combined.

No. of cases prosecuted.						No. of persons prosecuted.					
Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
26	27	28	29	30	31	32	33	34	35	36	37
1	...	...	...	...	1	1	...	...	...	...	1
1	...	...	1	...	2	1	...	...	1	...	2
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	1	...	...	...	...	1	1
4	1	...	...	1	6	4	1	...	...	1	6
7	1	...	...	3	11	7	1	...	...	3	11
1	1	...	...	3	5	1	1	...	...	3	5
11	...	1	...	2	14	12	...	2	...	2	16
10	1	...	...	2	13	11	1	...	...	2	14
5	...	...	...	1	6	5	...	...	...	1	6
30	1	...	...	14	45	32	1	...	...	16	49
...	...	...	...	1	1	...	...	...	...	1	1
13	6	1	...	6	26	13	6	1	...	6	26
6	...	...	...	...	6	6	...	...	...	...	6
2	...	1	...	3	6	2	...	1	...	3	6
3	1	...	...	3	7	4	1	...	...	3	8
2	...	1	...	...	3	2	...	1	...	...	3
...	...	...	...	2	2	...	...	...	...	2	2
...	...	...	...	1	1	...	...	...	...	1	1
11	1	...	...	9	21	11	1	...	...	10	22
8	1	...	...	1	10	8	1	...	...	2	11
2	...	...	...	...	2	2	...	...	...	...	2
117	14	4	1	53	159	122	14	5	1	57	199

STATEMENT

Statement showing the number of cases of breaches of Motor

District.	Cases prosecuted.		
	Convicted.	Acquitted or Discharged.	Withdrawn.
1	2	3	4
Ahmedabad	1,251	16	11
Broach	.....	.....	.....
Kaira	14	3	1
Panch Mahals	47	.....	1
Surat	28	2	1
Thana	446	5	5
Bombay Suburban District	714	15	10
Ahmednagar	67	.....	1
East Khandesh	54	5	.....
West Khandesh	131	8	12
Nasik	1,018	19	22
B. B. & C. I. Railway	.....	.....	.....
Poona	888	34	.....
Satara	238	.....	1
Sholapur	154	5	8
Belgaum	212	2	.....
Bijapur	60	5	1
Dharwar	38	1	1
Kanara	143	47	23
Kolaba	130	4	1
Ratnagiri	59	7	8
G. I. P. and M. & S. M. Railways ...	52	11	1
Total ...	5,791	189	108

D.

Vehicles Rules and the manner in which they were dealt with.

		Departmental punishments.				
Pending.	Total.	Number of Permits cancelled.	Number of Permits suspended.	Warnings.	Total.	Remarks.
5	6	7	8	9	10	11
301	1,579	8	104	11	123	
...	...	2	31	3	36	
...	18	4	205	85	294	
9	57	...	11	14	28	
1	32	27	186	27	240	
409	865	7	80	21	108	
399	1,133	4	179	27	210	
15	83	2	258	60	320	
...	59	...	65	9	74	
17	168	...	32	14	46	
141	1,200	...	84	5	89	
...	...	...	...	...	...	
236	1,158	2	99	180	281	
39	278	6	80	105	191	
29	196	17*	65	13	95	*Counter signatures of permits were cancelled.
66	280	...	235	41	276	
18	84	1	80	15	96	
...	40	1	184	51	236	
50	263	...	13	7	20	
228	413	...	71	97	168	
25	99	7†	59†	38	104	†Includes cancellation and suspension of countersignatures of permits.
5	69	...	...	...	...	
1,988	8,079	88	2,124	823	3,035	

STATEMENT E.

Statement showing the number of tokens issued and the amount realised.

Serial No.	District.	Number of tokens issued.	Amount realised.	Remarks.
			Rs. a. p.	
1	Ahmedabad	59	894 10 0	26 were issued free.
2	Broach	17	254 9 0	2 were issued free.
3	Kaira	8	42 13 0	
4	Panch Mahals	150	5,829 12 0	1 was issued free.
5	Surat	315	13,861 1 0	
6	Thana	17	1,098 9 0	
7	Bombay Suburban District...	1	.....	1 was issued free.
8	Ahmednagar	60	858 14 0	
9	East Khandesh ...	75	581 10 0	52 were issued free.
10	West Khandesh ...	18	2,107 15 0	13 were issued free.
11	Nasik	37	1,000 2 0	10 were issued free.
12	B. B. & C. I. Railway ...	.....	.....	
13	Poona	361	9,966 0 0	31 were issued free.
14	Satara	632	26,886 12 0	
15	Sholapur	177	2,577 5 0	
16	Belgaum	977	52,382 6 0	
17	Bijapur	77	2,510 11 0	5 were issued free.
18	Dharwar	248	10,433 7 0	12 were issued free.
19	Kanara	92	5,264 9 0	2 were issued free.
20	Kolaba	.....	.....	
21	Ratnagiri	310	14,053 1 0	
22	G. I. P. & M. & S. M. Railways.	.....	.....	
	Total ...	3,656	1,50,554 2 0	155 were issued free.

.....

for Inspector General of Police.

STATEMENT F.

STATEMENT

Statement showing cases of evasion

Name of the District.	No. of cases detected and dealt with.			How	
	By District Police.	By Motor Vehicles Department, Bombay.	Total.	By Com	
				Number.	Amount Tax.
1	2	3	4	5	6
					Rs. a. p.
1. Ahmedabad ...	63	92	155	154	408 1 0
2. Broach	9	...	9	9	18 5 0
3. Kaira	20	2	22	18	5 15 0
4. Panch Mahals ...	9	4	13	13	61 8 0
5. Surat	62	11	73	73	2,060 14 0
6. Thana	26	2	28	18	554 12 0
7. Bombay Suburban District.	59	1	60	46	441 13 0
8. Ahmednagar ...	23	45	68	53	.....
9. East Khandesh ...	58	5	63	54‡	477 11 0
10. West Khandesh ...	35	45	80	62	155 10 0
11. Nasik	60	45	105	47§	341 13 0
12. B. B. & C. I. Railway.	...	...	...	...	.....
13. Poona	294	...	294	280	3,730 9 0
14. Satara	21	38	59	46	32 2 0
15. Sholapur ...	22	12	34	16	.....
16. Belgaum ...	12	16	28	12	475 1 0
17. Bijapur	2	16	18	13	5 15 0
18. Dharwar ...	39	33	72	52	52 6 0
19. Kanara	6	8	14	7	.....
20. Kolaba	42	...	42	12	141 3 0
21. Ratnagiri ...	17	7	24	17	39 10 0
22. G. I. P. & M. & S. M. Railways.	...	...	...	...	.....
Total ...	879	382	1,261	1,002	9,003 7 0

* 3 cases of 1937-38 are still pending in Court.

† In addition, Rs. 294 in the form of tax and Rs. 179-10-0 in the form of fine were recovered in Court.

‡ Includes 4 cases in which penalty was condoned by the M. V. T. Department, Bombay.

§ Includes 31 cases in which recoveries of penalties were waived.

¶ In addition Rs. 294 in the form of tax and Rs. 179-10-0 in the form of fine were recovered in Court.

F

of payment of tax detected and dealt with.

dealt with.

position recovered.		By Prosecution.					
Penalty.	Total.	Convicted.	Acquitted.	Discharged.	Withdrawn.	Pending.	Total.
7	8	9	10	11	12	13	14
Rs. a. p.	Rs. a. p.						
2,375 7 0	2,783 11 0	...	...	...	....	1	1
74 0 0	92 5 0	...	...	...	...	...	...
260 12 0	266 11 0	4	...	...	...	...	4
452 4 0	513 12 0	...	...	...	...	...	...
1,382 7 0	3,443 5 0	...	...	...	...	...*	...
498 8 0	†1,053 4 0	7	...	...	1	2	10
2,147 2 0	2,588 15 0	6	1	...	...	7	14
1,297 6 3	1,297 6 3	5	...	...	4	6	15
1,114 8 0	1,592 3 0	3	...	1	...	5	9
767 0 0	922 10 0	10	...	...	...	8	18
413 0 0	754 13 0	45	3	...	5	5	58
.....	.....	...	...	...	...	...	...
3,711 10 0	7,442 3 0	5	...	...	...	9	14
218 4 0	250 6 0	6	2	...	...	5	13
497 0 0	497 0 0	8	1	...	6	3	18
267 4 0	742 5 0	9	1	...	1	5	16
207 4 0	213 3 0	5	...	...	...	...	5
369 12 0	422 2 0	2	3	...	...	15	20
80 4 0	80 4 0	2	...	...	...	5	7
385 14 0	527 1 0	4	...	1	12	13	30
337 0 0	376 10 0	4	...	...	...	3	7
.....	.....	...	..	...	...	...	...
16,856 10 3	¶25,860 1 3	125	11	2	29	92	259

.....,

for Inspector General of Police.

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gitized with financial assistance from th
Government of Maharashtra
on 22 July, 2017

STATEMENT G.

Statement showing Police Establishment—Executive and Clerical sanctioned and employed and their cost.

Serial No.	District.	Sanctioned.							Cost.
		Sergeant.	Sub-Inspector.	Head Constable I.	Head Constable III.	Constable.	Selection grade Clerk.	Junior grade Clerk.	
1	Ahmedabad ...	1	...	...	4	...	...	1	
2	Broach ...	...	...	1	...	...	...	...	
3	Kaira ...	...	...	...	3	2	1	...	
4	Panch Mahals ...	...	...	1	...	...	...	1	
5	Surat ...	...	...	...	3	...	1*	...	
6	Thana ...	...	...	...	3	3	1*	...	
7	Bombay Suburban District.	...	...	...	2	...	1*	..	
8	Ahmednagar ...	...	...	...	3	...	1*	...	
9	East Khandesh ...	...	1	...	2	...	1*	...	
10	West Khandesh ...	...	...	...	3	...	1*	...	
11	Nasik ...	1	...	...	3	...	1*	...	
12	B. B. & C. I. Rly. ...	...	...	...	...	...	...	...	
13	Poona ...	...	...	...	4	...	1	1	
14	Satara ...	1	...	...	2	...	...	1	
15	Sholapur ...	...	...	...	2	2	1*	...	
16	Belgaum ...	...	...	...	3	...	...	1	
17	Bijapur ...	...	...	...	3	...	...	1	
18	Dharwar ...	...	...	...	3	2	...	1	
19	Kanara ...	...	...	1	...	1	1	...	
20	Kolaba ...	...	...	...	3	...	...	1	
21	Ratnagiri ...	...	...	...	3	...	...	1	
22	G. I. P. & M. & S. M. Railways.	...	...	...	...	...	...	...	
	Total ...	3	1	3	49	10	11	9	Rs. 43,461†

* In lieu of 1 Junior clerk.
† Exclusive of adjustments which are awaited.

....., *for* Inspector General of Police.

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